

CLASSIFICATION **SECRET/CONTROL - U.S. OFFICIALS ONLY**
 SECURITY INFORMATION
 CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

25X1

REPORT NO.

CD NO.

COUNTRY East Germany

DATE DISTR. 27 March 1953

SUBJECT Repair of Locomotives in Railroad Repair Shops

NO. OF PAGES 3

PLACE
ACQUIRED

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NO. OF ENCLS.
(LISTED BELOW)

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DATE OF
INFO. SUPPLEMENT TO
REPORT NO.

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1. Numbers of locomotives repaired from 1 through 31 December 1952:

Railroad Repair Shop	Damage Category							Total
	L0	L2	L2K	L3	L4	L4G	EJ	
Berlin-Tempelhof	-	1	4	9	1	1	-	16
Cottbus	10	2	6	11	2	-	3	34
Chemnitz	4	2	8	5	1	-	2	22
Schlauroth	1	-	3	3	4	-	-	11
Zwickau	9	6	10	9	17	-	2	53
Meiningen	1	6	6	13	4	-	9	39
Halle	1	2	10	10	2	-	1	26
Leipzig	1	9	7	24	3	1	7	52
Blankenburg	-	6	3	1	-	-	1	11
Stendal	13	12	2	4	33	-	2	66
Wittenberge	1	1	2	9	1	-	1	15
Grand Total	41	47	61	98	68	2	28	345

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2. Numbers of locomotives repaired from 1 January through 31 December 1952:

Railroad Repair Shop	L0		L2		L2K		L5		Damage Category 14		L4G		EJ	
	Target	Performance	Target	Performance	Target	Performance	Target	Performance	Target	Performance	Target	Performance	Target	Performance
Berlin-Tempelhof	35	36	71	41	60	43	111	94	32	31	10	8	12	10
Cottbus	40	56	75	44	57	56	88	89	75	47	6	4	3	3
Chemnitz	40	54	66	56	63	61	103	76	83	67	10	8	16	7
Schlauroth	16	16	21	7	41	18	29	49	19	28	3	3	-	-
Zwickau	46	75	57	49	75	79	88	81	142	116	9	13	17	17
Weinngen	45	63	89	59	35	67	97	91	90	56	12	10	23	13
Halle	40	38	63	54	100	82	141	94	71	49	20	16	17	13
Leipzig	48	50	50	57	101	89	148	135	71	66	9	7	17	12
Blankenburg	10	16	15	26	24	18	26	41	13	13	1	5	3	2
Stendal	65	96	225	206	-	27	56	52	275	214	-	1	5	5
Wittenberge	15	18	10	7	24	29	41	52	24	22	-	1	8	4
Total	400	518	742	605	580	565	928	854	900	688	80	77	120	86

Note. The target figures represent the scheduled annual output, while the performance figures indicate the repair performance from 1 January through 31 December 1952.²

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1. Comment. In December, 65 more locomotives were repaired than in November. Special efforts were probably exerted at the end of the year to fulfill the production quota fixed. See 25X1

2. Comment. Actual production in relation to quotas fixed was as follows:

I0	(minor damages)	130 percent
I2	(medium damages)	82 "
I2K	(repair of boilers)	98 "
I3	(heavy damages)	92 "
I4	(heaviest damages)	76.5"
L4G	(general overhaul)	96 "
EJ	(repairs allegedly to	72 "

heavily damaged locomotives which have been kept in the repair parking lot up to now)

This tabulation indicates that except for damage category I0, the target fixed was not met because of a shortage of materials, mainly steel required for fire and smoke pipes and wheel rims. The output of East German railroad repair shops depends on imports, especially of tube steel, from the Western countries. The number of 3,750 locomotives scheduled for repair in 1952 appears to be extremely high when compared to the total of 6,058 locomotives available. The number of locomotives scheduled to be repaired represents 62 percent of the park of operational locomotives while a ratio of 30 percent is considered to be normal.

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